

24.20.010 Streets And Rights-Of-Way

A. Street Design Objectives.

1. New streets constructed as a part of a subdivision or land development proposal or extensions and reconstruction of existing streets shall be designed to achieve the following objectives:
 - a. Support the current and future need for safe and convenient vehicular circulation.
 - b. Support the current and future need for safe, convenient and accessible pedestrian circulation.
 - c. Integrate new streets into the town's existing street network by extending and, respecting the existing grid character of the town's historic street pattern.
 - d. Limit the need for excessive grading, stormwater management and disturbance of environmentally sensitive areas.

2. Street Network.

- a. Whenever possible, new development shall incorporate the extension of the town's existing streets and rights-of-way.
- b. Where topography, site size and shape permits, new development shall to the greatest extent possible utilize a grid system of streets, consisting of a formal block layout, right-angled intersections and through streets to expand upon the town's historic street pattern. Dead-end streets shall be avoided whenever possible.
- c. Where dead-end streets cannot be avoided, the right-of-way of such streets shall be extended to the property boundary to support future extension.
- d. All developments shall include a minimum of two access points to a collector or arterial street.
- e. When a vehicular connection is not provided, because of physical or environmental restraints, between residential developments, a pedestrian connection must be provided.

B. Cul-De-Sac Streets.

1. Cul-de-sac streets may be used only when, due to physical or environmental constraints, a thru street connection cannot be achieved.
2. In any case, a cul-de-sac street may provide access for no more than five dwelling units.
3. Cul-de-sacs shall not exceed two hundred and fifty (250) to five hundred (500) feet in length depending on the density and topography. Length by density is to be approved by the Town Engineer. Inside diameter of cul-de-sacs is to be no less than 100' with grass or landscaping in center.

C. Right-Of-Way And Cartway Widths.

1. The minimum right-of-way width and cartway widths for new streets shall be according to the following schedule:

Street type	Right-of-way width	Cartway width
Arterial	Pursuant to DeIDOT Requirements	Minimum 28 feet
Collector	Pursuant to DeIDOT Requirements	Minimum 32 feet
Local (Cul-de-sac)	Pursuant to DeIDOT Requirements	See paragraph B,3

2. When a subdivision or land development obtains frontage on a street possessing insufficient right-of-way or cartway width the applicant shall be required to dedicate one-half of the necessary additional right-of-way or cartway width, measured from the existing centerline of the street, to meet the ultimate right-of-way and cartway width requirements of paragraph C,1.
 - a. Turnarounds, independent of the parking bay areas, must be provided at the end of the streets to permit maneuvering of service and emergency type vehicles. Circular turnarounds are preferred; alternate designs reflecting the number of dwelling units and length of street must have the Planning Commission's approval.
 - b. The number of dwelling units on any non-collector street shall not exceed 50.
 - c. Any subdivision greater than 35 dwelling units must be designed in a manner to provide a collector street system. Collector streets will be designed in accordance with the following:
 - (1) A collector street serving a community of 35 or more dwelling units shall have a minimum right-of-way width of sixty (60) feet and a street width of 30 feet, gutter line to gutter line.
 - (2) A collector street serving a community of 300 dwelling units or more shall not have lots fronting on it.

D. *Street Alignment.*

1. *Horizontal Alignment.* To ensure adequate sight distance, the minimum centerline radii for horizontal curves shall be as follows:
 - a. Local street: 150 feet.
 - b. Collector street: 300 feet.
 - c. Arterial street: 500 feet.
2. *Vertical Alignment.* Vertical curves shall be utilized at changes of grade exceeding one percent and shall be designed to provide the following minimum sight distance:
 - a. Local street: 100 feet.
 - b. Collector street: 200 feet.
 - c. Arterial street: 400 feet.

E. *Street Grades.*

1. The minimum centerline grade for all streets shall be one half of a percent (0.5%).

2. The maximum centerline grade for local streets shall be ten percent. The maximum centerline grade for collector or arterial streets shall be six percent.
3. Where the grade of any street at the approach to an intersection exceeds seven percent, a leveling area shall be provided having not greater than four percent grade for a distance of 25 feet measured from the nearest right-of-way line of the intersecting street.

F. *Intersections.*

1. Streets shall be laid out to intersect as nearly as possible at right angles. No street shall intersect another at an angle of less than 60 degrees.
2. Multiple intersections involving the junction of more than two streets are prohibited.
3. Clear sight triangles of 75 feet measured along street centerlines from their point of intersection shall be provided at all street intersections and no buildings or structures shall be permitted within said sight triangle.
4. To the fullest extent possible, intersections shall be located not less than 800 feet apart, measured centerline to centerline.
Streets entering opposite of another street shall be laid out directly opposite one another or with a minimum off-set of 150 feet between their centerline.
5. The minimum curb radii at street intersections shall be 15 feet for intersections involving only local streets and 25 feet for intersection involving collector roads and radii as deemed suitable by DelDOT for arterial roadways.

G. *Driveways.*

1. Driveways may be constructed no closer than 50 feet from any intersection.
2. The maximum width of any driveway shall be 30 feet.
3. Sites with a frontage of 50 feet or less shall have no more than one driveway for every street on which the site obtains frontage. In no case shall a site have more than two driveway openings on any street.

H. *Sidewalks.*

1. All streets in the town shall be equipped with sidewalks on both sides of the street.
2. Sidewalks shall be a minimum of five feet in width. Sidewalks in the town center, in areas of high pedestrian traffic, adjacent to schools and churches, places of public assembly and along major streets shall be of greater width, as directed by the town engineer.
3. Developers shall be required to install new sidewalks or repair damaged sidewalks along all roadways upon which their development obtains frontage.
4. All street intersections, driveways or other interruptions of sidewalks shall be compliant with the Americans with Disabilities Act (ADA).

I. *Street Construction.* All streets, sidewalks, driveway aprons, depressed curbs, handicap ramps, curbs and gutters shall be constructed according to DelDOT standards and specifications.

J. *Street Names.* The selection of subdivision and street names shall be coordinated with the post office and the New Castle County Department of Public Safety and Emergency Communications to avoid possible duplication. All street names shall be subject to the review and approval of the Planning Commission. All street names must be submitted pursuant to TMC 24.08.030 paragraph E in digital format.

(UDC 2002, §§ 500A–500K)

HISTORY

Amended by Ord. [2020-004](#) on 6/3/2020